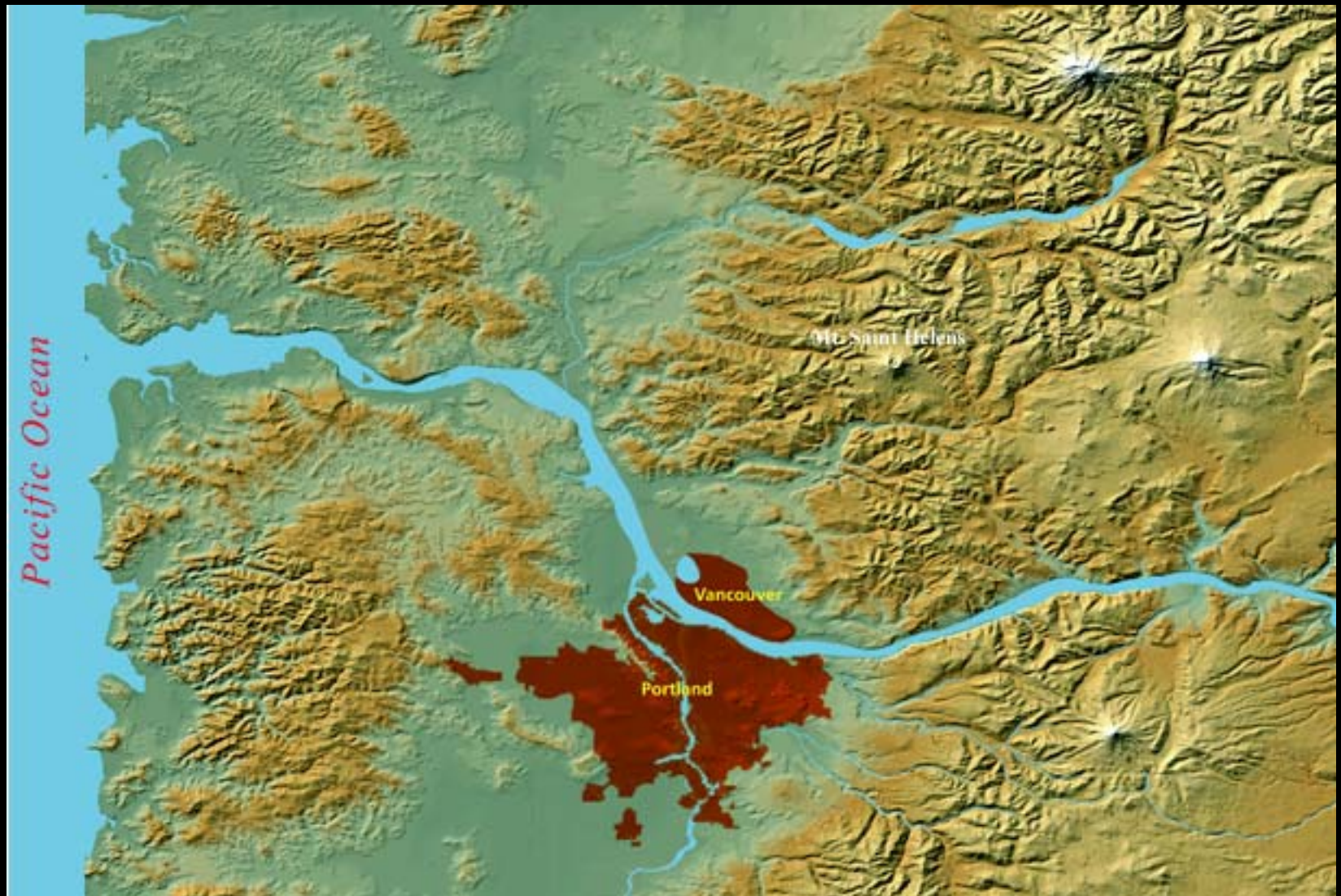


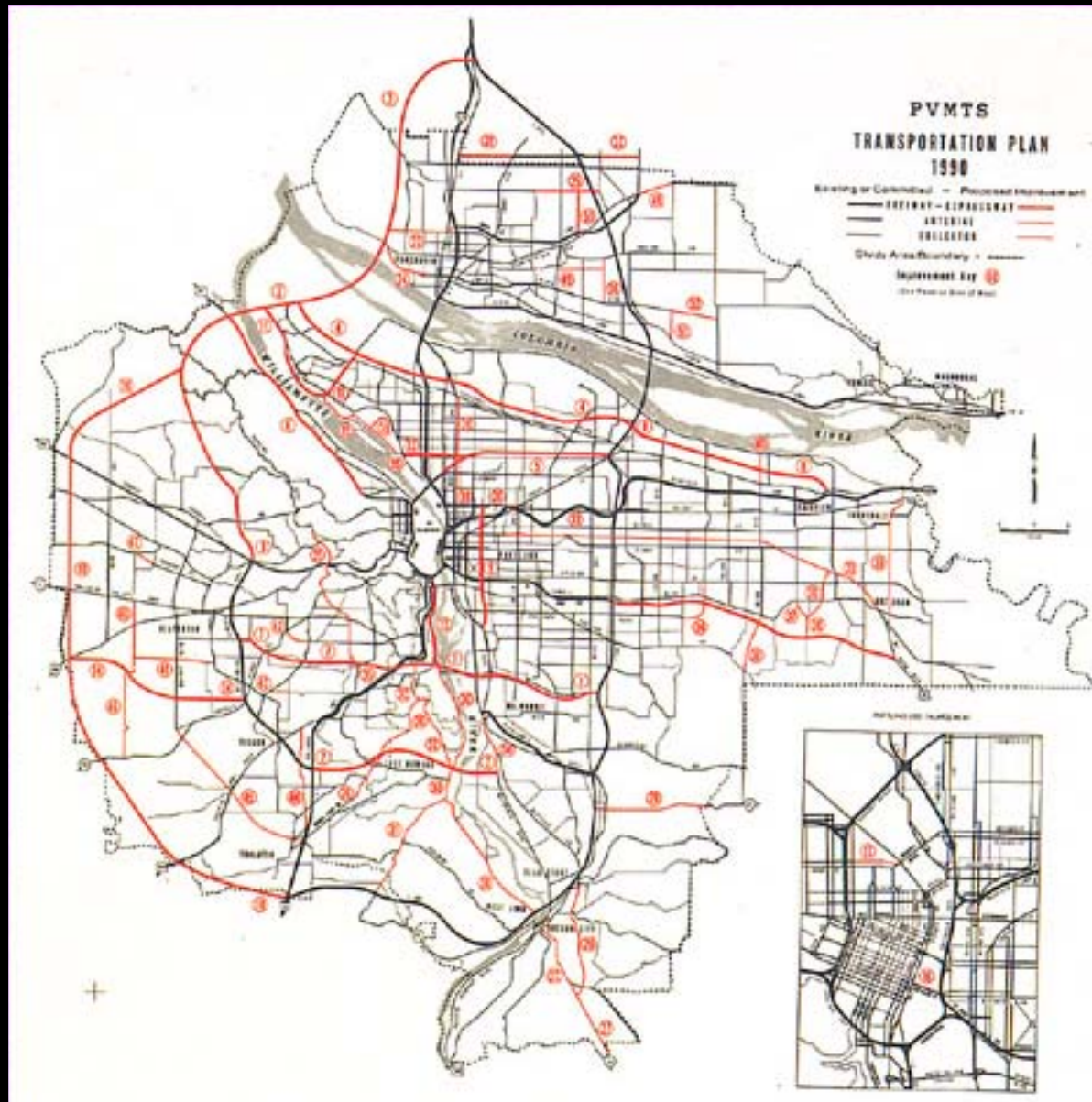
The Portland Metro Area



Challenges that Led to Formation of Metro



Extensive 1970 Freeway Plan



Central City in Decline

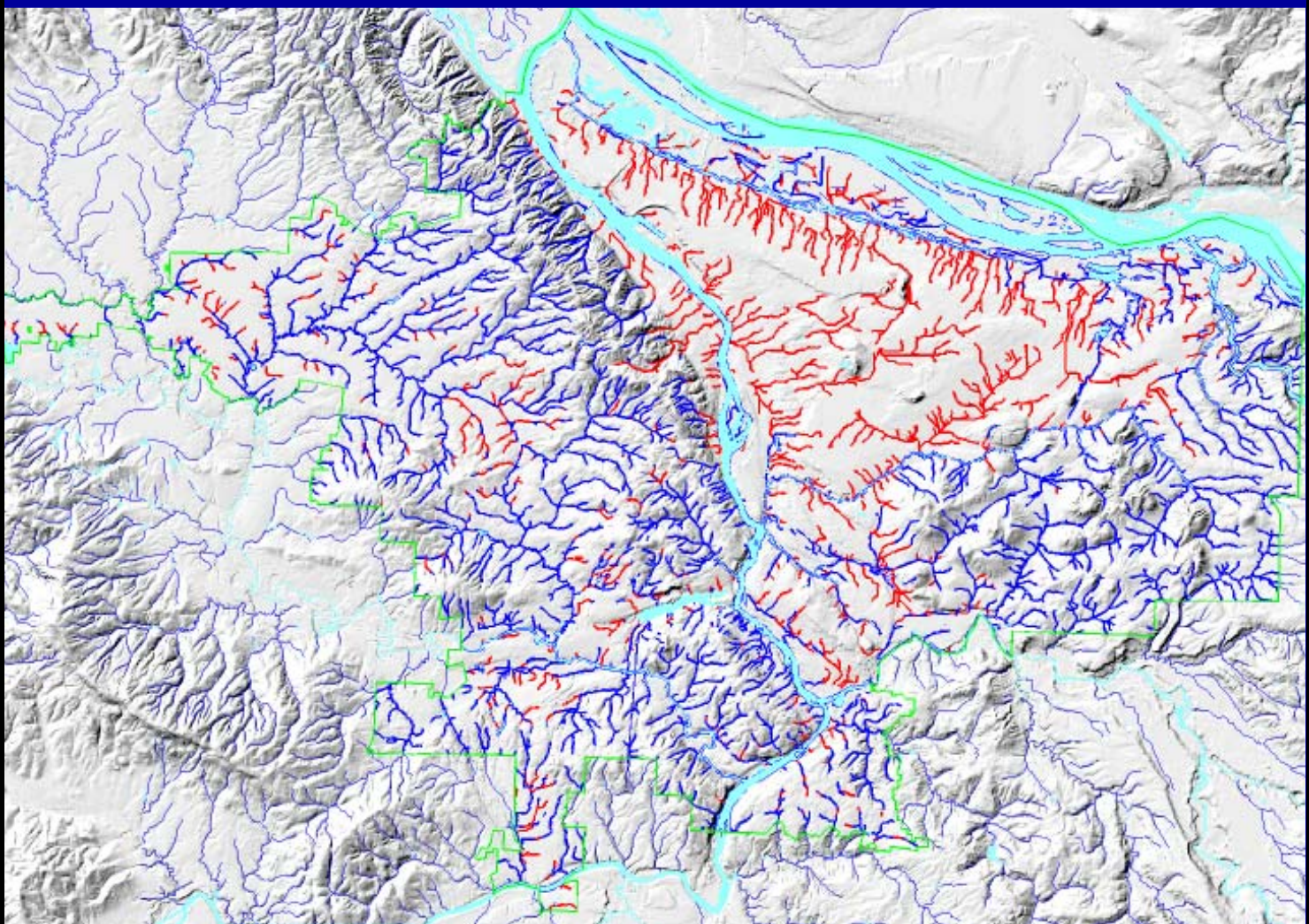


Freeway construction
focuses growth in suburbs

Downtown office
buildings razed to
construct parking lots

Urban renewal replaces
vibrant neighborhoods
with high-rise apartments

Disappearing Streams



Good Government Movement

Issues:

- Fragmentation of government – waste/duplication
- Accountability
- City of Portland population decline and resulting annexation program



A Tale of Three
Counties

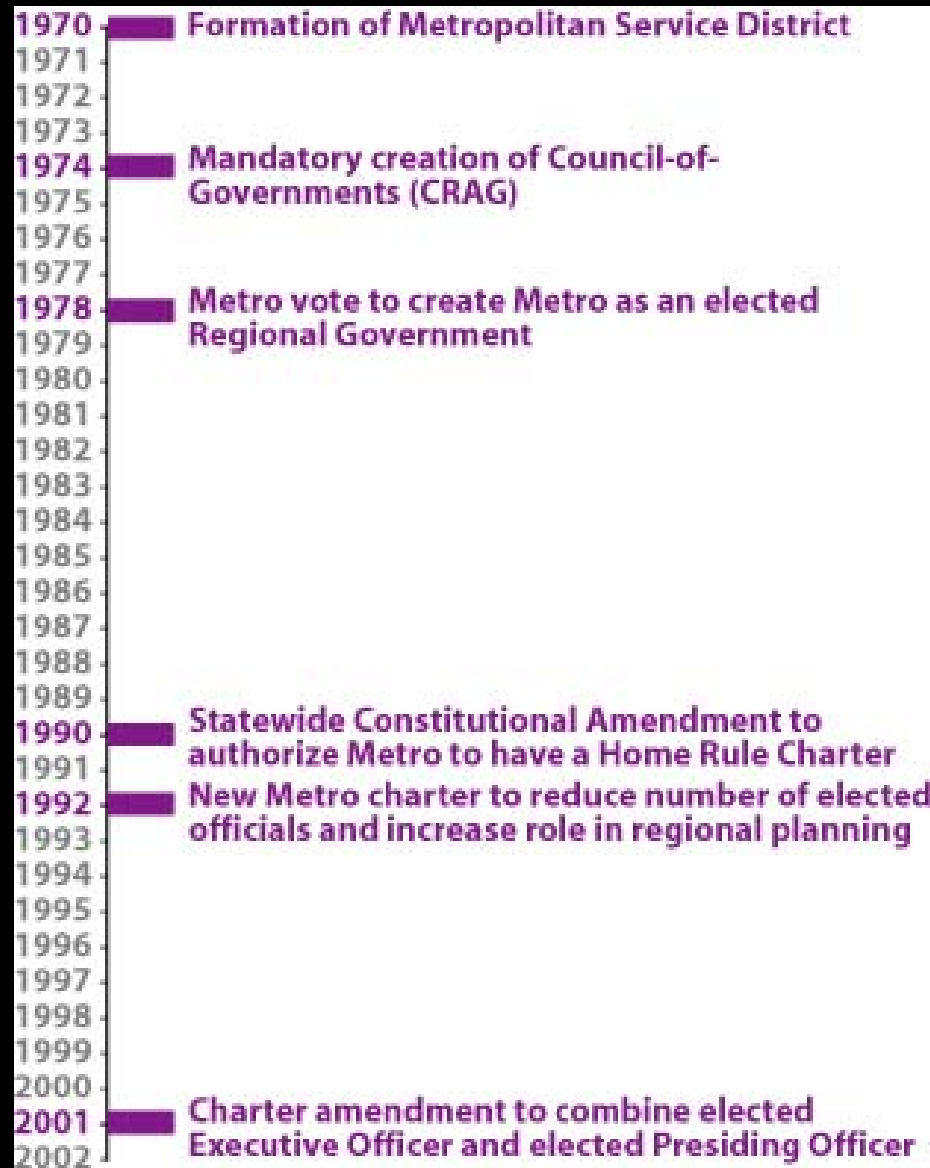
A State Framework & Call for Action

"...We are in dire need of a state land use policy, new subdivision laws, and new standards for planning and zoning... we must respect another truism: That unlimited and unregulated growth leads inexorably to a lowered quality of life."

*Governor Tom McCall's opening
address to the Oregon Legislature
January 8, 1973*



Metro Formation History



Metro's Charge

Metro's charge includes protecting open space, caring for parks, planning for the best use of land, planning for transportation, managing garbage disposal and increasing recycling. Metro oversees public facilities including the Oregon Zoo and the Oregon Convention Center



Metro Services

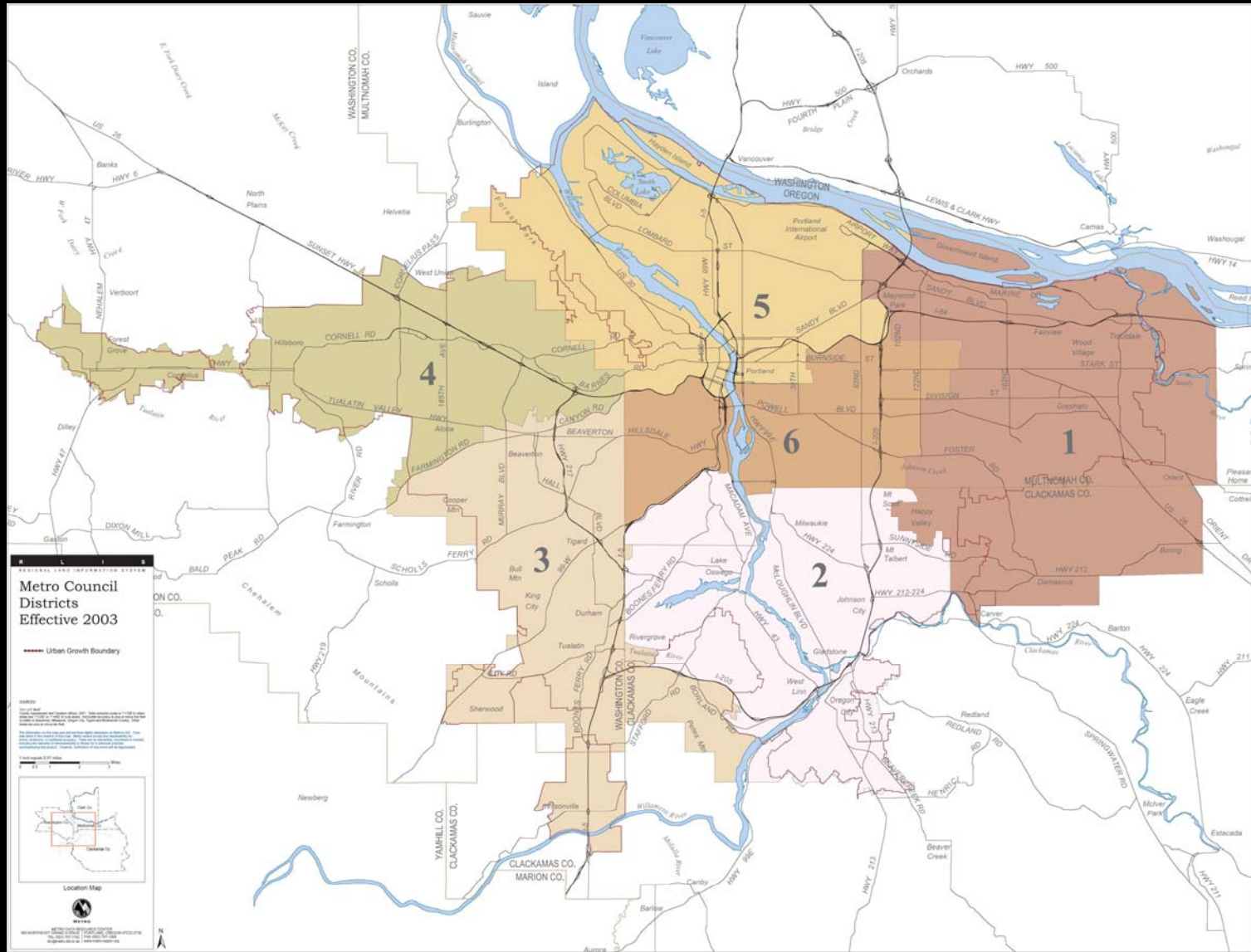
- Manages growth, transportation, regional
- parks and solid waste
- Operates zoo, convention center, performing arts centers and Expo center
- Serves as MPO for Portland region
- Allocates federal transportation funds to 25 cities and 3 counties



Metro's Service Initiatives



Governance Structure

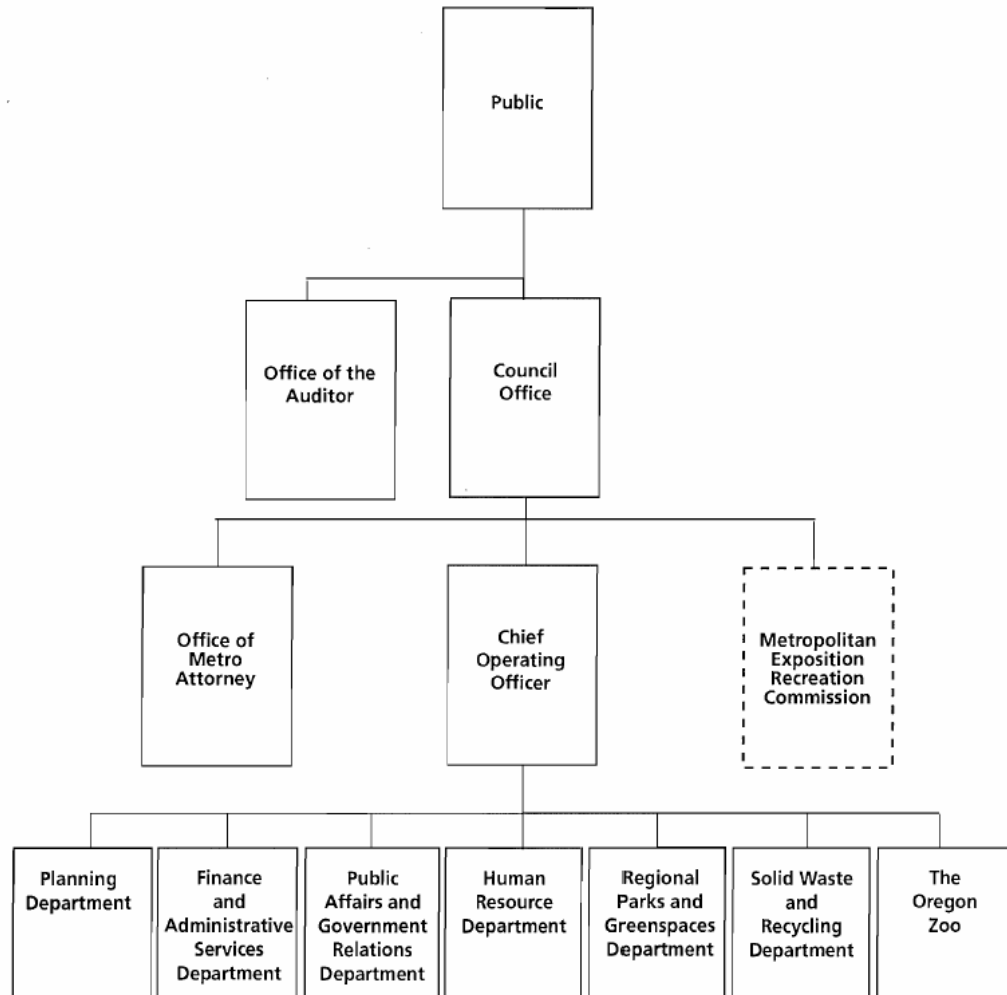


Council President - David Bragdon

**Councilors - Hosticka, Park, Newman,
McLain, Burkholder and Liberty**



Metro Internal Structure



Regional Taxing Authority

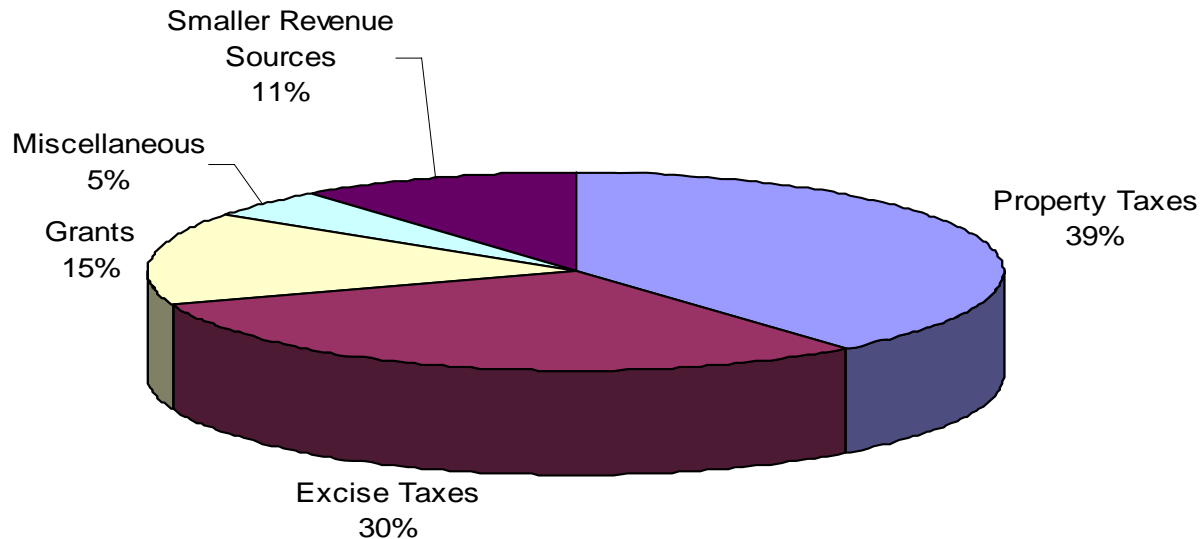
- Property Taxes (not to exceed one-half percent of real market value of all taxable property)
- Vehicle registration fees
- Excise taxes on district services or improvements
- Income taxes (subject to voter approval)
- General obligation bonds (subject to voter approval)



Metro's Tax History

1970	■ Tax Base (failed)
1971	
1972	
1973	
1974	
1975	
1976	■ Zoo Operating Levy (passed)
1977	
1978	
1979	
1980	■ Zoo Operating Special Levy (passed)
1981	
1982	■ Zoo Tax Base (failed)
1983	
1984	
1985	■ Zoo Operating Levy; Zoo Capital Levy (passed)
1986	■ Convention Center General Obligation Bond Measure (passed)
1987	
1988	
1989	
1990	■ Zoo Tax Base (passed)
1991	■ Greenspaces General Obligation Bond Measure (failed)
1992	
1993	
1994	
1995	■ Zoo Capital Levy (passed)
1996	■ Greenspaces General Obligation Bond Measure (passed)
1997	
1998	■ Convention Center General Obligation Bond Measure (failed)
1999	
2000	
2001	
2002	

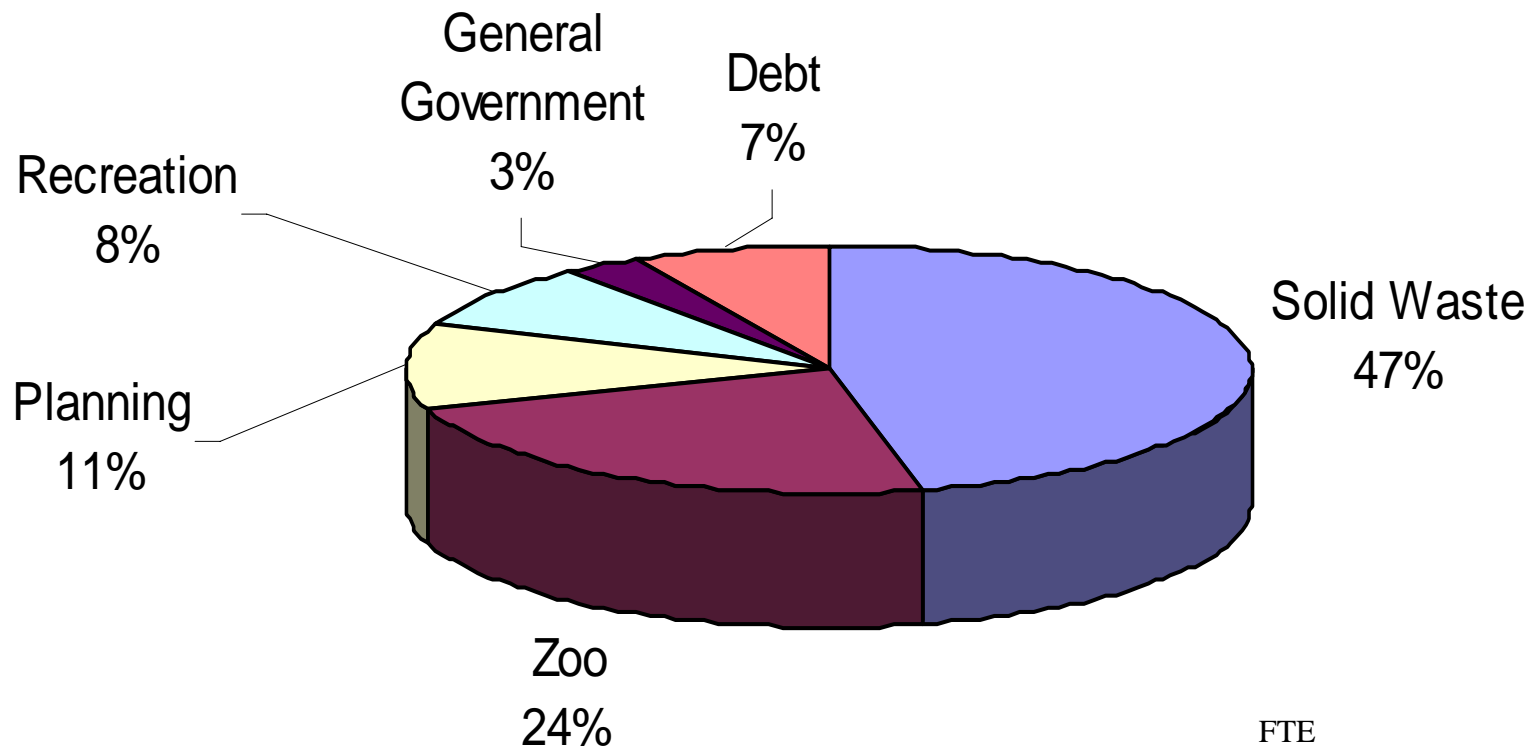
Metro Revenues – FY 2005



Total Revenues:
\$184,645,748

Smaller Revenue Sources	
Contributions & Donations	3.74%
Culture & Recreation	2.51
Internal Charges	1.76
Investment Income	1.39
Local Government	1.2

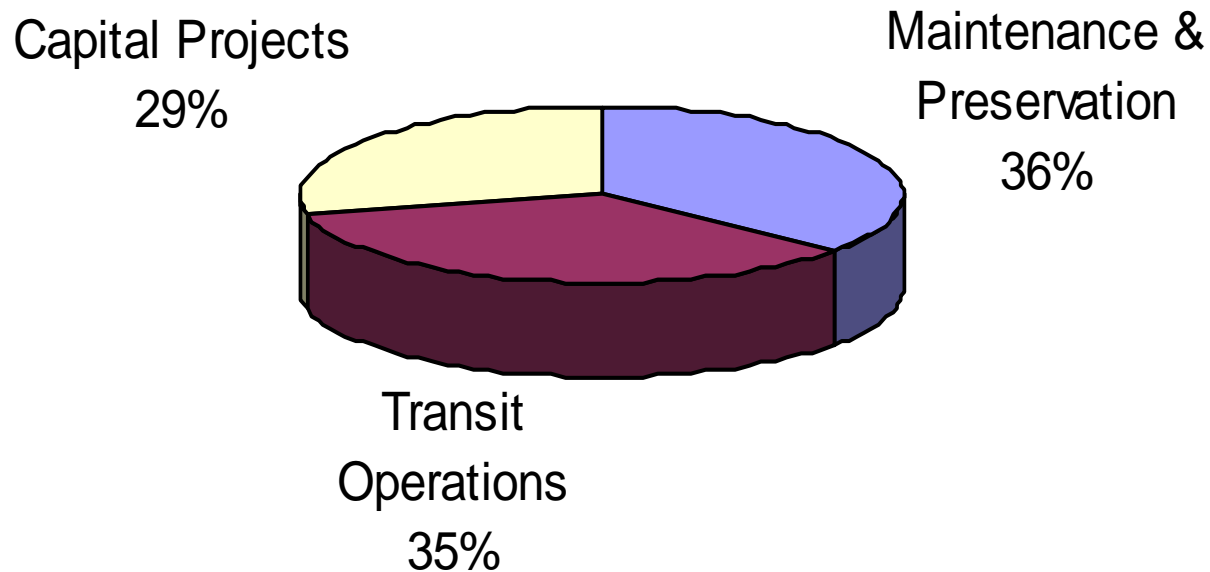
Metro FY2005 Expenditures



FTE
Planning: 74
Recreation: 45
Solid Waste: 106

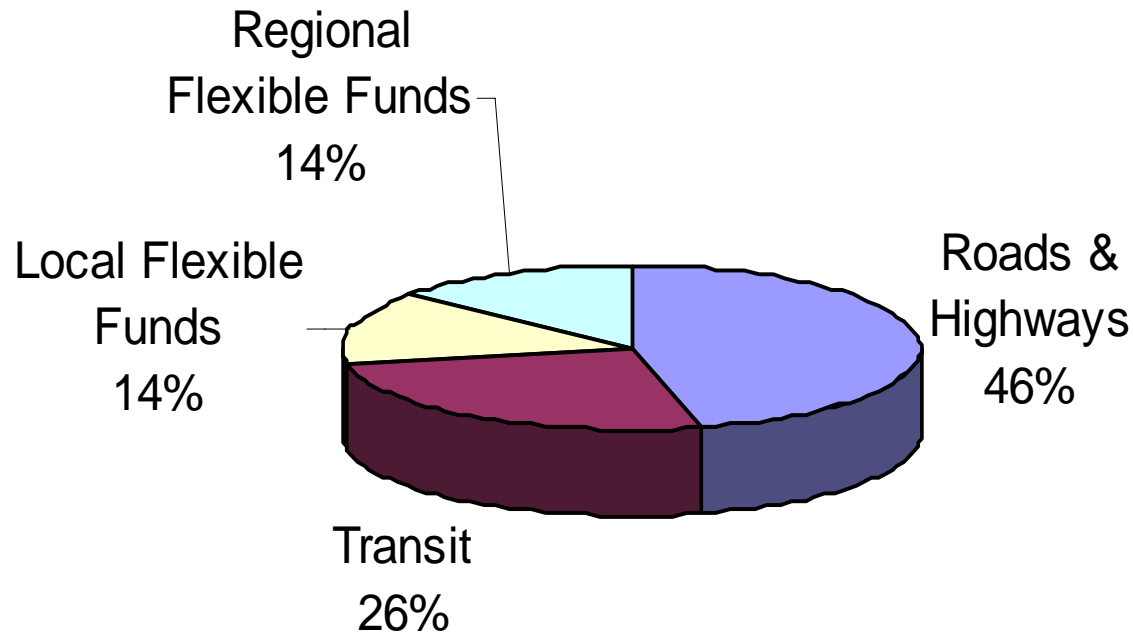
Total Transportation Expenditures

Annual Expenditures - \$630 million



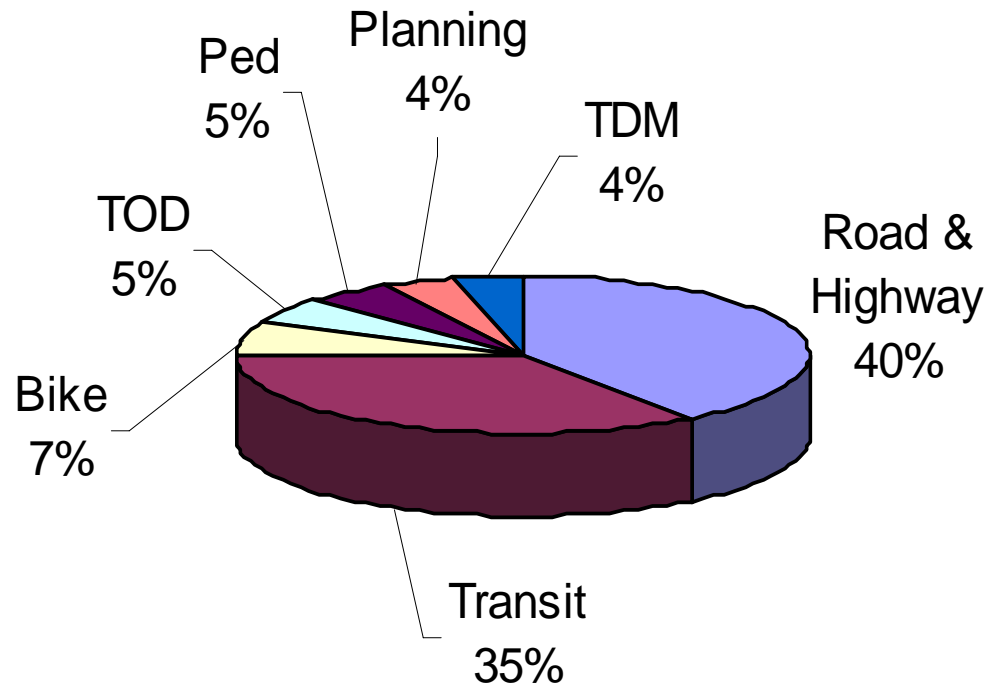
Transportation Capital Investments

Annual Investment in Capital Projects - \$183 million



Regional Transportation Flexible Expenditures

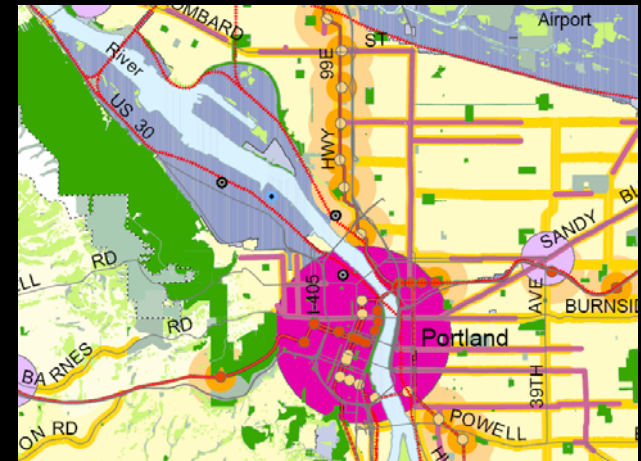
(For Years 1992-2009)



Regional Transportation Funding Priorities

Leverage economic development in
priority 2040 land use areas:

- Central City, Regional Centers, Town Centers, Main Streets and Station Communities
- Regionally Significant Industrial Areas
- Mixed Use and Industrial Areas within UGB expansion areas.



Other Transportation Funding Policy Objectives

- Modes that don't have other sources of revenue
- Complete gaps in modal systems
- Develop a multi-modal transportation system with a strong emphasis on funding bicycle, boulevard, freight, green street demonstration, pedestrian, regional transportation options, transit oriented development and transit projects and programs
- Meet annual air quality plan requirements for bike & ped

State Fiscal Connection

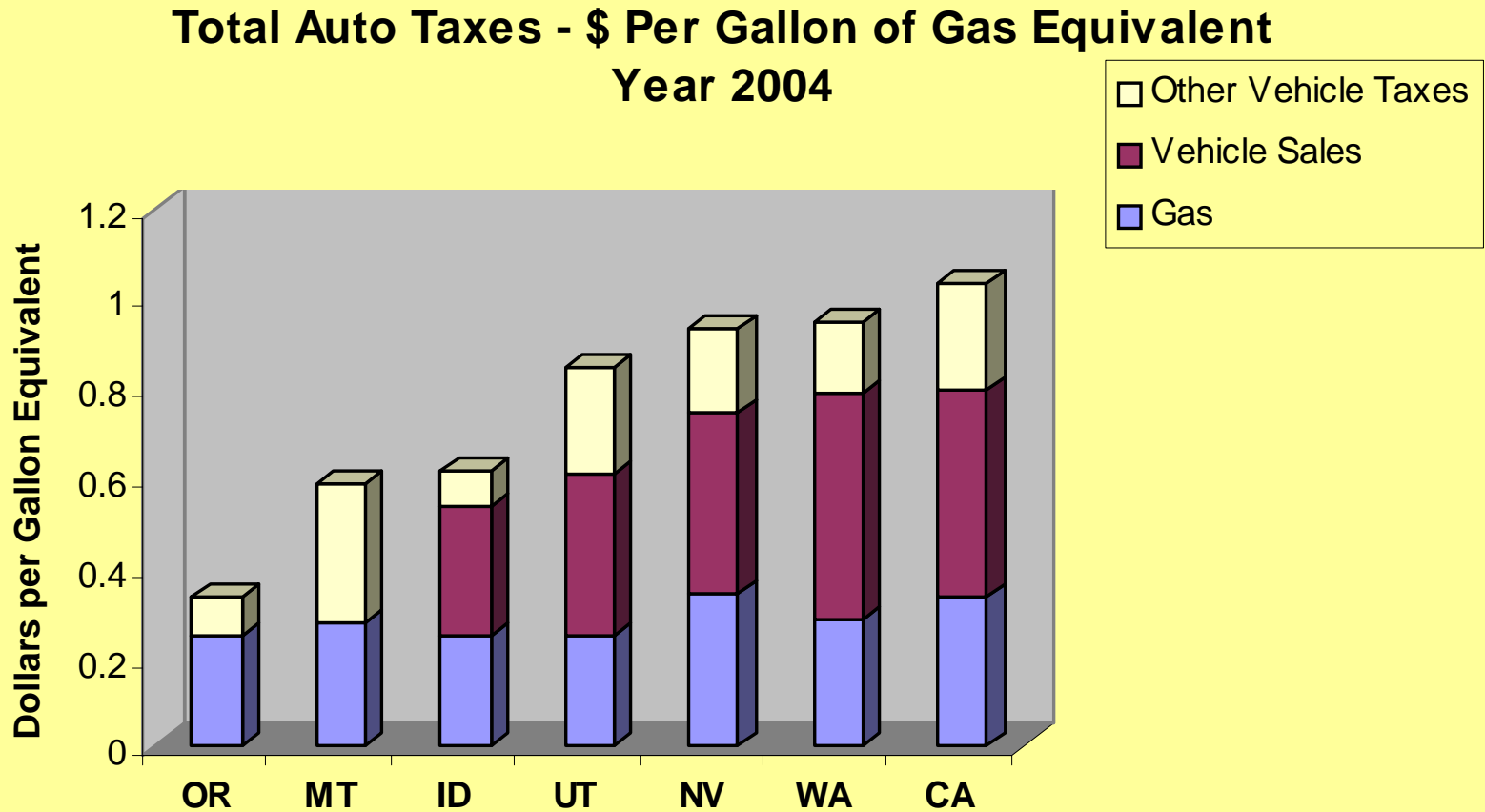
Property Tax

- Early 1960's - Bill passed to assess farm land based on farm tax receipts, not on market value (but, if use changes from ag to other uses, last 10 years taxes must be paid).
- Up until very recently, if a new development was built in a community, no new revenue accrued to the local government – all other properties had their rate lowered.

Sales Tax

The State of Oregon has no sales tax. Accordingly, there fights between local government for location of commercial are limited.

Transportation Revenues by State



Regional Powers

- ORS Chapter 268
 - solid waste facilities, transportation facilities, zoo and convention/cultural facilities, parks and open spaces
 - “Exercise jurisdiction over other matters of metropolitan concern...”
 - “...adopt functional plans for... air and water quality, transportation and other aspects of metropolitan area development as the district may identify.”
 - “Require local comprehensive plans and implementing ordinances to comply with the regional framework plan...”

What is Regional?

Transportation

- Facilities
- Services

Land Use

- Policies
- Regulation



Public Outreach

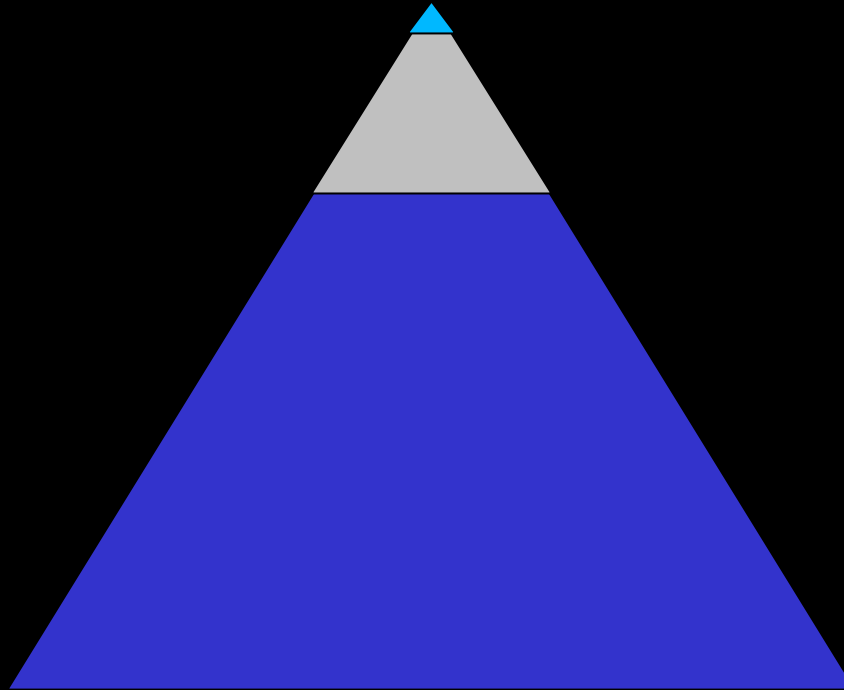
Top 1 percent

Top 10 percent

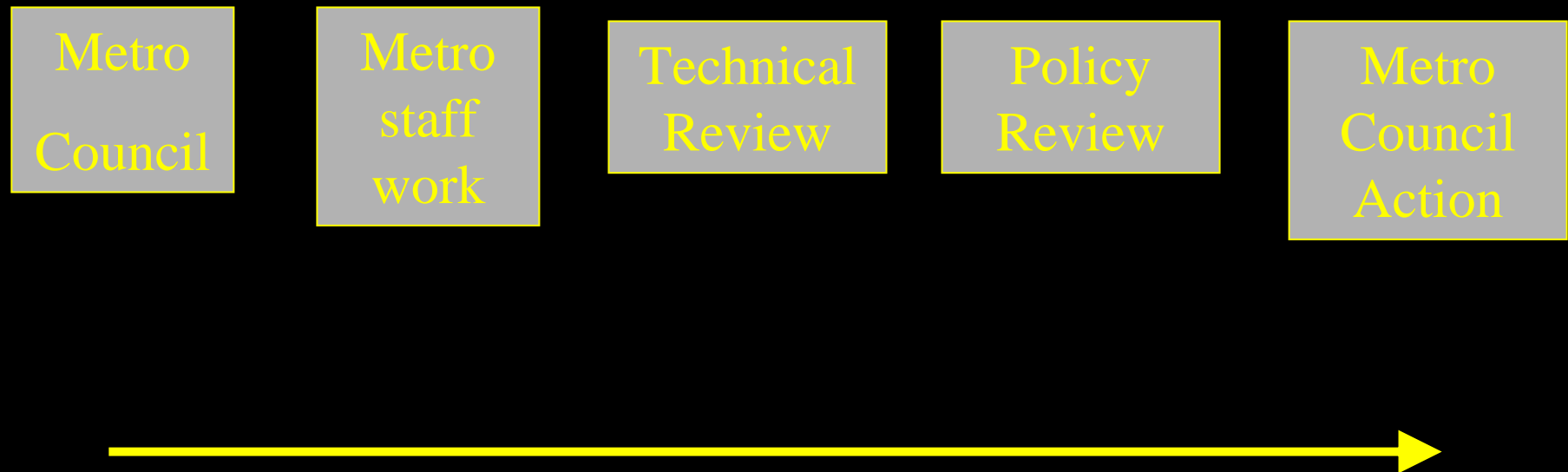
Total public:

500,000

households



Regional Policy Development & Review Process



Metro Accomplishments

- Provided more regional equity
- Launched a regional and recycling solid waste system
- Improved Zoo
- Established Urban Growth Boundary
- Created regional land use plan
- Adopted a Regional Transportation Plan emphasizing balance and serving regional land use plan
- Acquired open spaces
- Voters approved home rule charter



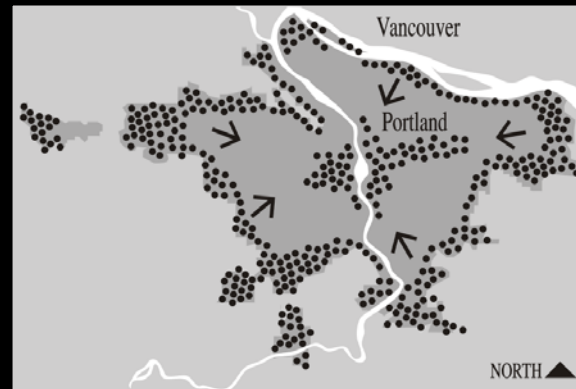
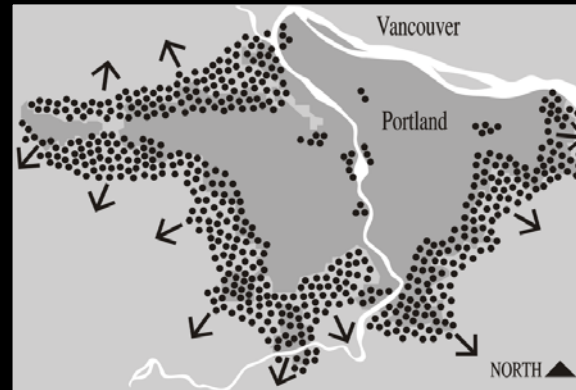
Metro Urban Growth Boundary



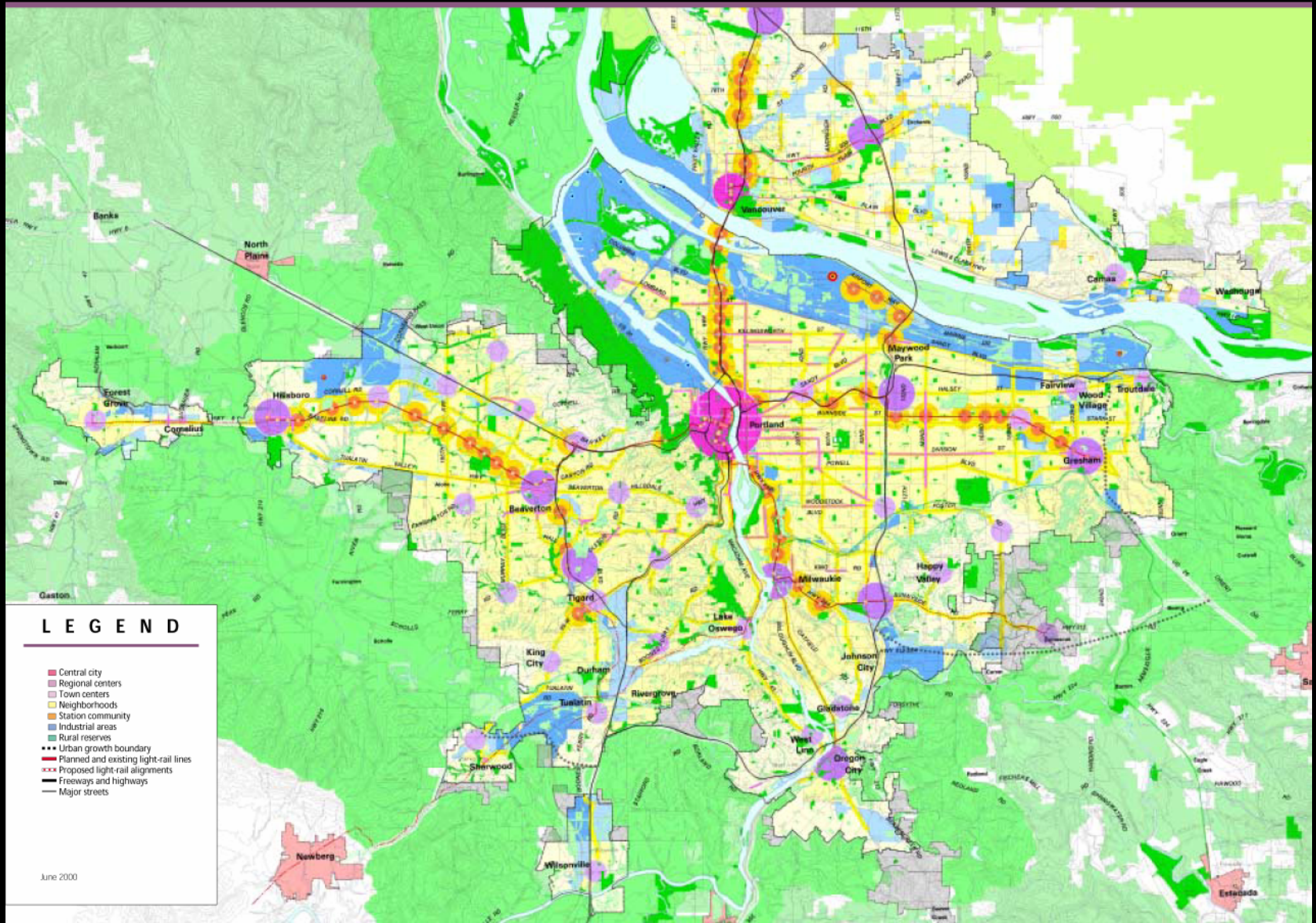
- 397 square miles
- Includes 25 cities and parts of 3 counties
- Population inside the UGB is about 1.3 million people.
- Expands over time

Options for change

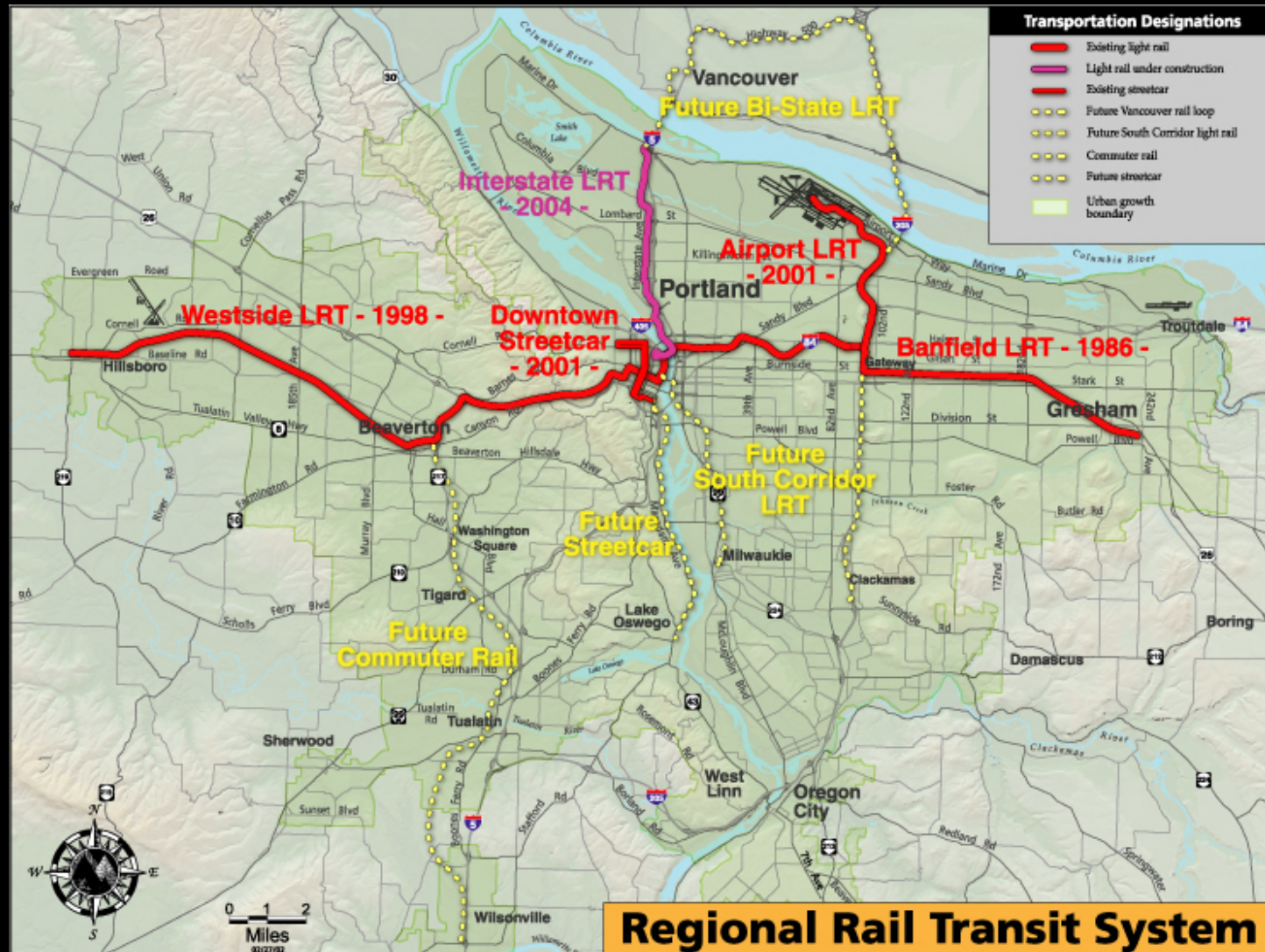
- Concept A - growing out
- Concept B - growing up
- Concept C - neighboring cities



2040 Growth Concept



Rail Transit System

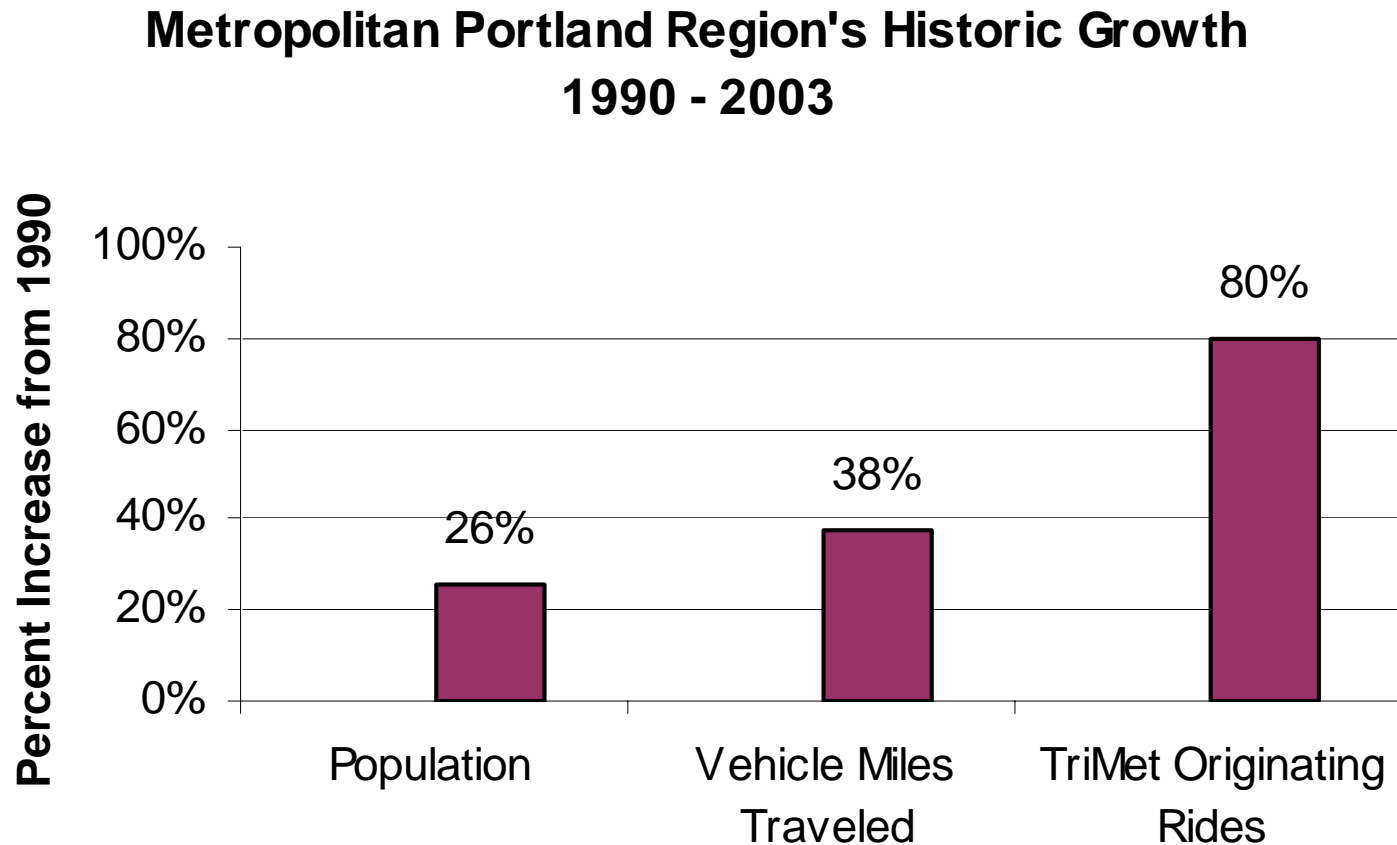


Greenspace Acquisitions

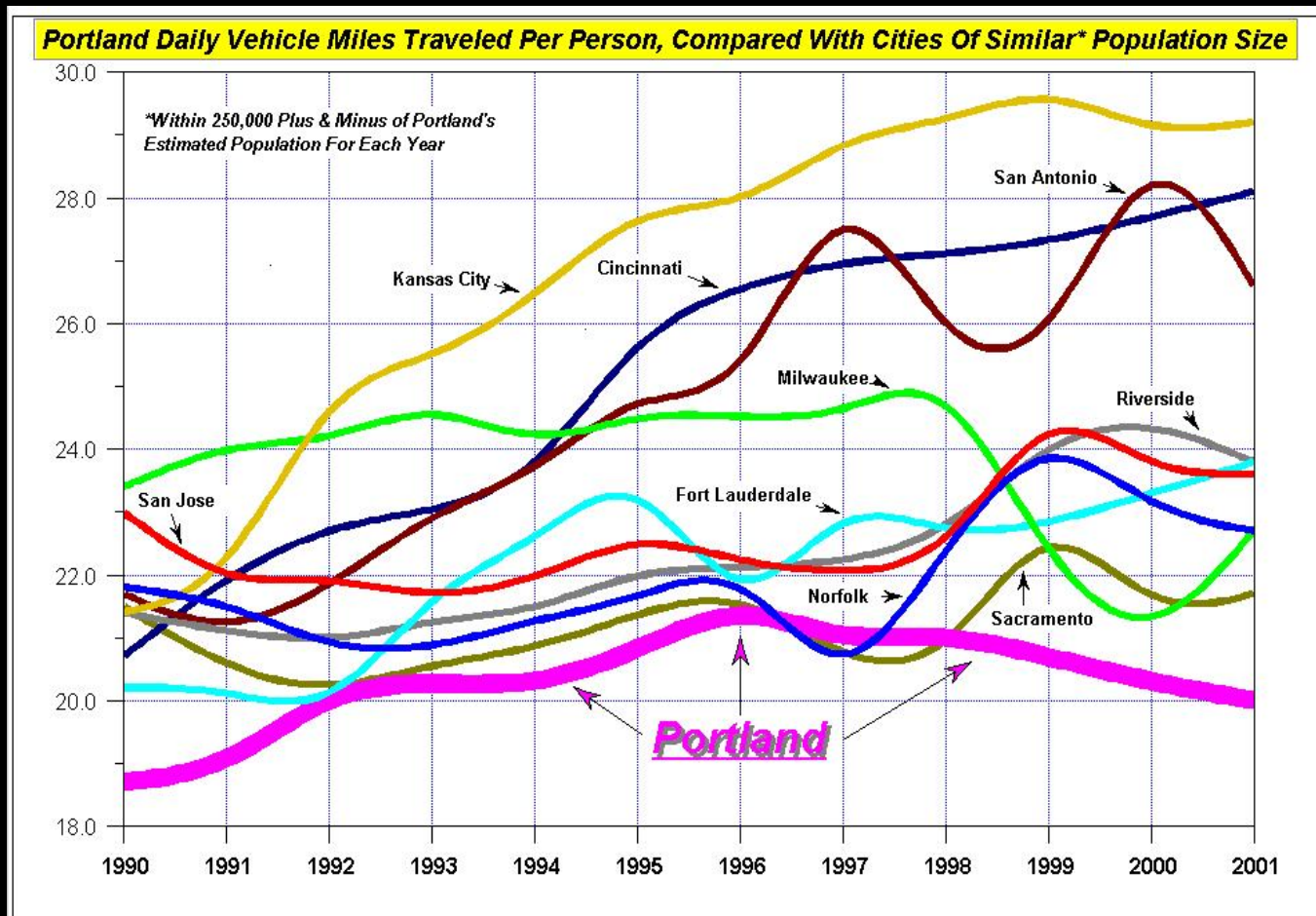
As of February 2006, Metro has acquired more than 8,146 acres of land for regional natural areas and regional trails and greenways, in 263 separate property transactions. These properties protect nearly 74 miles of stream and river frontage. This effort implemented the \$135 million bond measure approved by the voters in 1995.



Change in the Region

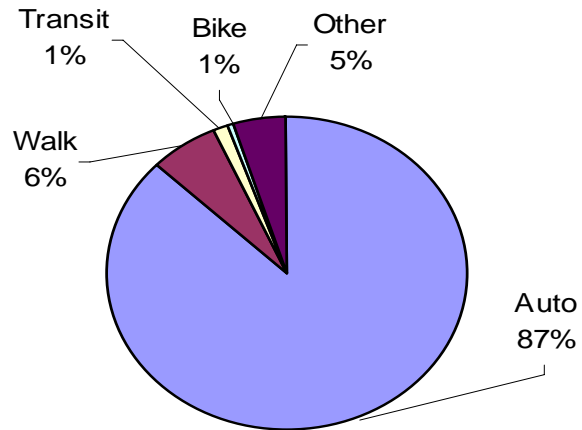


Vehicle Miles Traveled Per Capita

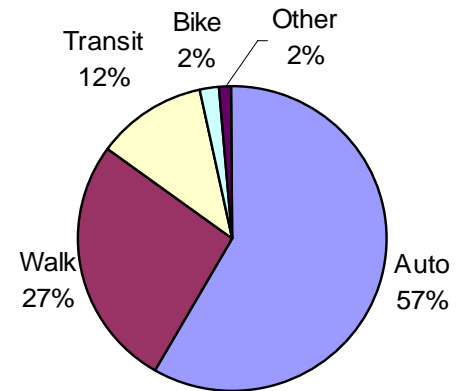


Source: "Highway Statistics", published by the FHWA, 1990-2002, 'Urbanized Areas, Selected Characteristics', Table HM-72. Portland data for 1999 and 2000 was in error due to a report software problem. The corrected figures appear above, as per direct correspondence with Oregon's DOT, Highway Performance Monitoring System office. Note: For data consistency over time, some figures were included that were above or below the 250,000 population range criteria.

Impact of Transit and Land Use



Poor Transit, No Mixed Use



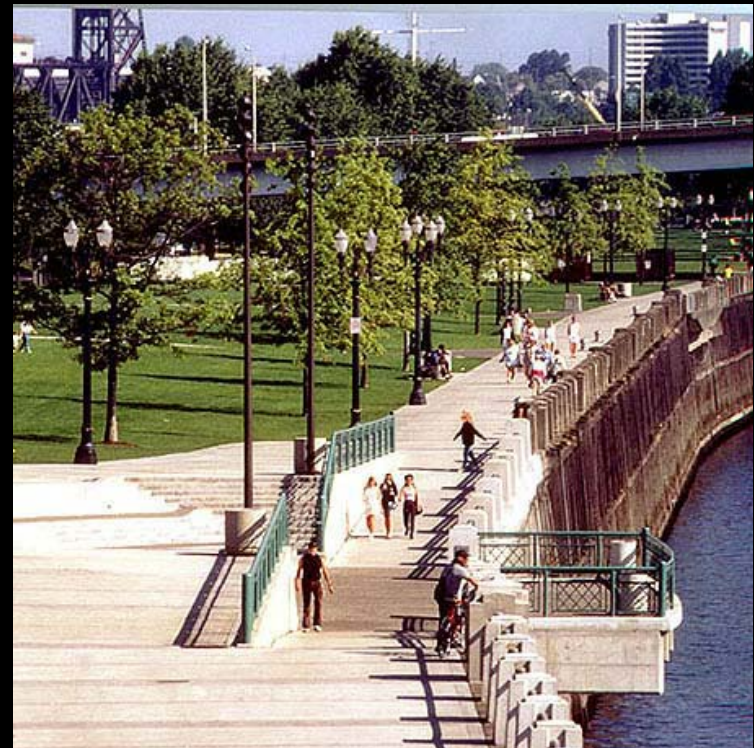
Good Transit, Good Mixed Use

Local Partnerships - Portland Streetcar

- Between 1997 and 2005, over \$2.8 billion has been invested within three blocks of streetcar service.
- Over 7,200 residential units built.
- More than 4.6 million square feet of commercial.



Harbor Freeway to Waterfront Park



Statewide Context – Protecting Farm and Forests





Metro web site <http://www.metro-region.org/>